

Hongkong Telegraph

(ESTABLISHED 1881)

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WEDNESDAY, DECEMBER 31, 1919.

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REUTER'S TELEGRAMS.

THE NEXT ALLIED CONFERENCE.

IN LONDON OR PARIS?

Paris, December 29.
Some surprise was caused in French diplomatic circles by a telegram from Rome, relating that it has been decided that the next Allied Conference shall meet in London, and not in Paris. Inquiry in official French circles shows that nothing is known of such a change. It would be difficult for M. Clemenceau to leave Paris during the first fortnight of January, as the Chamber is discussing the Budget and new loan, whilst the Senatorial elections are taking place on January 11, and the Presidential election on January 17.—Havas.

MEASURES TO PREVENT SPECULATION.

Paris, December 29.
The new French Under-Secretary of State for the Disposal of War Stocks has decided on a series of measures for stopping speculation in American Army supplies being sold to the French Government. No buyers of any class of material will be allowed to purchase more than he can consume or employ himself.—Havas.

THE EX-KAISER UNEASY.

Paris, December 29.
The ex-Kaiser is very much disturbed by the publication of Kantaky's revelations as to the origin of the war, not being confident of security from retribution.—Havas.

PRICE OF WHEAT IN FRANCE.

Paris, December 29.
The French Food Controller has decided that in view of the visible stocks of wheat, there is no reason to put up the price till next August.—Havas.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

WORLD AERIAL DERBY.

Shanghai, December 31.
M. Beaumont, a member of the Commission organising a World Aerial Derby, arrived from Peking last night. He announces that Shanghai and Canton are on the direct route. He also asserts that 200 planes are coming in the summer.

BIG OPIUM ROBBERY AT SHANGHAI.

Shanghai, December 31.
A foreign constable named Allen, a recruit, and six Chinese have been arrested in connection with a \$10,000 opium robbery on Sunday night. The party impersonated the Police and tore up a floor and secured the opium. They then sold it.

HONOUR FOR TANG SHAO-YI.

Shanghai, December 31.
Tang Shao-yi has been elected President of the American University Club.

TO-DAY'S CHINESE TELEGRAMS.

EX-PRESIDENT DEAD.

Peking, December 30.
Fang Kuo-cheong died at 11 p.m. on the 28th inst.

THE FOOCHOW INCIDENT.

Peking, December 30.
In reply to the Foreign Ministry, the Japanese Minister states that the question of evacuation of warships from Foochow and the date for opening negotiations will be decided after instructions have been received from his Government.

SPREAD OF BOLSHIEVISM.

Shanghai, December 30.
It is said that Bolshevist representatives are now in touch with certain important personages with the view to planning how to spread Bolshevism in China, and that a very big sum will be spent for the purpose.

MONEY WANTED.

Shanghai, December 30.
The Financial Ministry is now daily negotiating with the foreign Powers for a loan of \$6,000,000.

FOOCHOW CONFERENCE.

Shanghai, December 30.
The conference on the Foochow incident will take place in Peking.

EARLIER TELEGRAM.

AMERICA AND THE TREATY.

London, Dec. 29.
The "Daily Telegraph's" New York correspondent states open revolts in the Republican ranks is threatened unless Senator Lodge soon shows tangible results in the way of securing ratification of the Peace Treaty. A group of Republicans is ready with an ultimatum for the President to sign the treaty, or to resign, supported by 84 members of the House of Representatives. The ultimatum is a serious one, and the President is being pressed to sign the treaty.

FIRE ON THE MONTEAGLE.

WHILST IN DOCK AT KOWLOON.

VESSEL MAY BE DELAYED SOME WEEKS.

A somewhat serious conflagration broke out this morning at half-past seven o'clock on board the Canadian Pacific Ocean Service Company's vessel Montea-gle whilst in dry dock at Kowloon.

The vessel was lying in No. 1 dock at Kowloon, where she went yesterday for overhaul. The fire was noticed at 7.30 at the bottom of the shop in the engine room, and it spread within a few minutes to the engine room's stores. The engine room was soon like a furnace and the smoke began to come out of the port-holes on the other side where the stores were, which was just below the alley ways on the tween decks, right in the middle of the ship. The smoke was suffocating and great trouble was experienced in getting down to the seat of the fire. Moreover, the coal bunkers on the side of the ship where the fire originated got overheated and started giving out smoke. The Fire Brigade had to attend to that immediately to obviate explosions which would certainly have occurred if the men were not quick on this job.

Two fire engines belonging to the Kowloon Dock Company were early on the scene and the Fire Brigade boat was also requisitioned. The engines from the workshops were also working through the hydrant system. As to the origin of the fire, it is said that a ship's fireman was drawing off a quantity of oil from a large oil-drum in the engine-room when the receptacle he was filling overflowed, with the result that some of the oil came in contact with a lighted candle which was being used by a dock hand in his work aboard the ship. The burning oil then spread rapidly along the decks and fruitless efforts were made to extinguish the flames. Many of the lead pipes in the engine-room were completely destroyed, several copper pipes badly twisted and damage also done to the plates on the port side of the vessel, whilst the store room also badly suffered.

The Montea-gle was due to sail on January 3rd, but in consequence of the damage which she has suffered it is expected that she will be delayed for three weeks or a month.

The outbreak was quelled by about 10 o'clock, the Fire Brigade returning at 11.30 a.m.

RICE SNATCHERS.

GANG OF BLACKMAILERS.

The existence of a gang of blackmailers was revealed by Inspector Brazil at the Police Court this morning, when he charged two Chinese men with snatching rice from two Chinese women. In the words of Inspector Brazil, this gang of blackmailers, which included the two defendants, made it a practice of intercepting people who brought small quantities of rice from the country and compelling them to sell it under pains of having it forcibly confiscated. The two women in question arrived in the Colony from the Pinghean district, with 100 catties of rice contained in two baskets and a bag. They were accosted by the gang at Douglas wharf and an attempt was made by the thieves to force the women to sell the grain. Failing in this, they resorted to snatching, which resulted in their own undoing. A hue and cry having been raised the gang dispersed, but the two defendants were at length arrested by a constable and a watchman. At the Police Court this morning the arrested men were each given three months, the offence being charged as snatching.

HONGKONG'S ELECTRIC SUPPLY.

AN IMPORTANT CHANGE.

("Hongkong Telegraph" Special.)

A change that is somewhat unusual for any community to have to witness is about to be made in the nature of the electricity supplied in Hongkong, and it is a change that is worthy of more than mere passing notice. It is a change that will affect practically all users of the current, and by reason of that fact a few words regarding it will doubtless be read with interest.

Perhaps it would be better to preface any remarks by a very short history. It was in 1889 that the Hongkong Electric Company, on its formation, laid down the generating plant at Wanchai, installing machinery which generated alternating current at a periodicity of 75 cycles per second. That last-named technical fact is important, because it has now given rise to many difficulties that were not then foreseen. Generating sets had not been standardised in those early days; frequency or periodicity varied considerably all over the world, and there was set up public electricity concerns supplying current varying from 133 cycles downwards, and 75 cycles was at that time considered a low periodicity. For purposes of lighting this variation has no effect until the periodicity is reduced below 40 cycles, when the light begins to flicker. But for power purposes, it means that a wide range of windings in motors and fans had to be made to suit the varying currents. Makers of motors and fans had to supply certain districts with certain types, and of course for Hongkong the goods supplied had to suit the current. But for a long time past the machinery at Wanchai has been unable to meet the growing demands and a new generating station at North Point is about to go into commission. With the growth of knowledge on matters electrical, experts have discovered that the maximum efficiency in a general current used by a public community for both power and lighting is attained with a frequency of between 50 and 60 cycles. In fact it is now the standard in England to have 50 cycles and in America 60. In installing their new machinery at North Point, the Hongkong Electric Company decided to bring the nature of the power it supplies into line with the modern ideas—in short, to standardise it. It is this standardisation that will involve, eventually, a change in all the fans and motors now using the 75 cycle current.

Most readers are aware of the great difficulties the Company encountered, owing to the war, in obtaining their new machinery, and how last year the Wanchai supply was augmented by a partial supply from North Point, made possible by the installation of two steam generator sets purchased from the Kowloon Docks. But now that the new machinery is practically ready for working, the Company naturally desires to further relieve the Wanchai load, and this it will do early in the New Year by supplying the eastern and western portions of the Colony with the new current. At present—one might say for a considerable time—there will be no change in the nature of the current supplied to the central portions of the City. In the easterly direction the present change will not affect any consumers west of Happy Valley, whilst on the western side of the City the new current will not be supplied beyond a line of which all consumers affected will have due notice.

The large amount of work involved in re-winding the fans affected to suit the new frequency has been started by the winter, and at this time the staff is busy re-winding the fans in Duddell Street, and start having done the work of the winter.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—During the interval Manchester prices have again advanced and there are no indications of any decline for some time to come. Small sales of Staples, spot cargo, are mentioned for clearance in one week.

Cotton Yarn.—An infinitesimal business was transacted. Notwithstanding the heavy depreciation in rupee exchange dealers appear unwilling yet to improve their bids, as a result of slackness in country demand. Importers, however, are not prepared to sell at previous rates. Quotations are:—No. 10, at \$220/255. No. 12s, at \$237/275. No. 16s, at \$290/330. No. 20s, at \$330/360. Arrivals 2,000 bales. Sales 1,000 bales. Shipments nil. Unsold Stock 4,000 bales. Bargains 17,000 bales.

Raw Cotton.—Market has ruled steady and quotations are unchanged as follows:—

Indian grades \$44/56 per picul. Chinese grades \$48/60 per picul.

Woolens.—A fair enquiry exists but very little is brought to book owing to the late deliveries required, also Bradford seems to have difficulties in supplying the colours required for this market. The weakening exchange is also hindering business.

Metals.—Very little business reported. Fixed. Meanwhile quotations for most lines have firmed up considerably. Wire nails are up several shillings a picul, according to latest advices cabled from London. Steel plates are also up, the thinner sizes being quoted at £24 to £25 per ton c.i.f.

Flour market report.—Stock: About 8,000 American, 572,000 Australian, 20,000 Shanghai, 600,000 in all. Quotations:—American Patent, \$3.45 per sack; American Cut-off, \$3.35 per sack; Shanghai Flour 2nd, \$2.95 per sack; Australian No. 1, \$2.75 per sack; Australian No. 2, \$2.65 per sack.

Sugar.—Market strong and advancing.

recently, it being pointed out that fans purchased prior to August 1, 1916 (on which date the Company first gave notification) will have to be re-wound and that certain makes of fans purchased since will also require re-winding. A scale of charges for desk fans and ceiling fans, varying with the age of the fans, has been drawn up by the Company, and these prices include taking away, cleaning and oiling and returning fans to the consumer. The circular further stated:—"Fans purchased from the Company previous to 1909, or fans of the same make purchased from other suppliers previous to 1909 will be re-wound for the same amount as those purchased in 1909, if their condition warrants the expense. The Company will make every endeavour to re-wind fans of other makes, but cannot guarantee to do so, or that the above prices will cover the cost of re-winding other makes of fans."

With regard to power motors, there is not anticipated the same difficulties, because most of the motors are the property of the Company, being hired by consumers, and a great many of them are suitable for the new frequency. It will mean that they will not have the same number of revolutions per second, but by an adjustment of the motor, the pulleys they drive can be made suitable for the work they have to do.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major G. H. Wakeman, V.D., Acting Administrative Commandant, state:—

LEAVE.
Pte. A. E. Martin, "A" Company, is granted 6 weeks' leave dated 30.12.19.

ANNUAL MUSKETRY COURSE.
The following is the result of firing of Annual Musketry Course by details of "A" Company, No. 1 Platoon.

Number exercised ...	15
Marksmen ...	5
1st Class Shots ...	7
2nd " ...	3
	15

The averages obtained were:—

Practice No. 13	16.0
" " 14	24.8
" " 15	13.0
" " 16	26.4
" " 17	12.3
" " 18	11.9
" " 19	9.0
Company Average	113.4

ALLOTMENT OF RIFLE RANGE.

King's Park Range is allotted to the 2nd Battalion Wiltshire Regiment from 5th to 26th January, 1920, inclusive, from 9 a.m. to noon daily, Sundays excepted.

RETURN OF ARMS ETC. TO STORE.

N. C. Os and Men wishing to return their Arms, Ammunition, Equipment etc. to store are requested to do so on the following dates:—Artillery Company and Signalling Section, January, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st.

CADET ORDERS.

Orders for Cadet Company, by Lieut. A. O. Brown, state:—

STRENGTH.

Cadet L. D. Cheesley was enrolled on 29th December, 1919, and posted to Section 2.

Cadets J. A. Johnson and W. J. Burden were enrolled on 29. 12. 19, and posted to Section 1.

CAMP.

Advance Guard under Sergt. Ramsey together with instructors and O. C. will parade at Kowloon Railway Station on Friday, January 2nd, at 9 a.m.

Main Party with 2nd Lieut. Weyman will parade at Kowloon Railway Station on Saturday, January 3rd, at 10.15 a.m.

Cadets attending the K.O.C. Children's Sports will parade under Sergt. Taylor at Hung Hom Railway Station on Saturday, January 3rd, at 6.15 p.m.

Uniform.—Caps, Belts, water-bottles, haversacks and all necessary equipment such as greatcoats, tooth-brushes, towels, handkerchiefs, underclothing etc.

Visitors' Day.—Saturday, January 10th.

DAY BY DAY.

A batch of 34 men belonging to the 1/70th Burma Rifles are passing through the Colony on their way to join the rest of their battalion at Singapore. They came from Tsingtau by the Dongola.

With reference to the paragraph from a shipping contemporary, which appeared in last night's issue, regarding the starting of the Austrian Lloyd Line, we find the information given was incorrect. The Austrian Lloyd Company have agreed to expand their steamers have been bought from the German Government by the British Government.

TO-DAY'S EXCHANGE.

The closing rate of the demand, today was 4.10.

MOTOR BUSES.

HONGKONG'S NEW SERVICE.

With the opening of the Repulse Bay Hotel on New Year's Day there is coming into being through the enterprise of the Dragon Motor Car Company, Hongkong's first motor-bus service. With the development of the south side of the island it was essential that some such service should be instituted, and it is a happy idea that the opening of the new hotel should synchronise with the first public running of the new motor-buses. A few days ago, when giving an account of the new Hotel at Repulse Bay, we were able to refer briefly to the service, but better opportunity has now been afforded by reason of an official trial of one of the buses which took place yesterday afternoon.

There was quite an interested crowd outside the Hongkong Hotel when the bus started on its trip, the Hon. C. S. P. (Mr. E. D. C. Wolfe) being the principal member of the party. The run proved to be satisfactory in every respect, and it was an exceedingly comfortable ride that the writer enjoyed. Motor-buses usually conjure up experiences of jolting journeys, but the Hongkong buses have been designed for smooth running and that has undoubtedly been achieved. The seating accommodation, too, is comfortable and the driver is a pleasant-looking fellow.

To begin the service there will be five buses, three small ones and two larger. The small ones will carry fifteen passengers. They are equipped with Overland 32 horse-power motors, Torbinson final drive, and have a carrying capacity of one-and-a-quarter tons. The total weight is 2,700 lbs. and they have a speed of 15 miles per hour. They are also fitted with double brakes of a very powerful nature, capable of holding the bus on any hill. The large buses are equipped with 45 horse-power Buick motors with Torbinson final drive. They have dual rear tires. Their total weight is 3,250 lbs. and they have a carrying capacity of between 3,000 and 4,000 lbs. They, too, have a speed of 15 miles per hour, and have been designed to carry 21 passengers, giving ample room for all. All the buses are fitted with semi-elliptic springs, front and rear, and ride very smoothly. They are covered in, but fine side views are obtainable. There are side screens for use in wet weather, and at night they will be electrically lighted. In design they resemble the char-a-banc type of vehicle and generally have quite a pleasing appearance.

As mentioned above the service is being inaugurated on January 1, and the first bus will leave at 1.30 p.m., conveying passengers out for the opening ceremony at Repulse Bay. Further buses will leave during the afternoon and evening, particulars of which can be obtained from the Dragon Garage. Bookings may now be done. When the service is in proper working order the buses will start from Chater Road and Blake Pier. The charge will be \$1 per person each way, which when compared to the present cost of hiring motor cars is an extremely reasonable figure.

DON'T FORGET.

TO-DAY.

Today is the last day of the year. The New Year will begin on January 1st. The Hongkong Electric Company will start supplying the new current to the eastern and western portions of the Colony. The Fire Brigade will be busy re-winding the fans affected by the change in frequency. The Dragon Motor Car Company will start their motor-bus service. The Austrian Lloyd Company will expand their steamers. The British Government will buy the Austrian Lloyd Company's steamers from the German Government.

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INDIAN SURRENDERS FOR MURDER TRIAL.

Unparalleled in the history of
criminal trials in Canada, a sensa-
tional case has just concluded
in the Vancouver courts.

An Indian, named Simon Peter
Gun-a-Noot, who for thirteen
years ended arrest and finally
gave himself up to the police,
has been acquitted on a charge
of murdering a half-breed packer
named Alexander McIntosh,
early on the morning of June 19,
1906, on the Two-Mile Trail near
Hazelton in one of the fastnesses
of Western Canada.

Sums estimated at over £10,000
were spent in the search for Gun-
a-Noot, who is one of the best-
known Indians in British North-
America. He surrendered in
order that his innocence might
be established.

Outlining the details of the
case, the Crown Prosecutor said
that McIntosh was found dead on
the trail, shot in the back. The
Two-Mile Inn, where the tragedy
occurred, was a low drinking-
house where a number of men,
including McIntosh and Gun-a-
Noot, were carousing on the night
of June 18.

Quarrelling appeared to have
culminated in a fight in the early
hours of the morning. Gun-a-
Noot was bleeding at the mouth
as the result, when another man
stepped between him and his
adversary to shake hands.

Gun-a-Noot was alleged to
have departed, saying as he went:
"I'll go away now, and come back
later and fix you." Five hours
later McIntosh was dead.

The Indian was seen riding
furiously away about two hours
after the fight, and he was not
seen again in the locality until
June 24, 1919.

When the police went to Gun-
a-Noot's hut they found Simon's
three horses killed, one with a
pick-axe. Later they found the
place surrounded with dogs
picketed in a circle so that no-
body could get near. Simon was
gone and his departure was on
the same day as the murder.
Since then for thirteen years he
had wandered about the moun-
tains of the West, living nobody
knew how.

The witness at the trial said he
saw Simon weeping and crying
disconsolately, ejaculating: "I
kill a white man, anybody say I
kill two it's a lie."

Another witness said that the
man's words were: "Kill one
man, white man; didn't kill two;
white man say kill two, he lie."
Simon did not say he himself had
done the killing.

No actual evidence was forth-
coming of anyone having seen
McIntosh shot.

After the acquittal by the jury,
who deliberated for only 16
minutes, the Crown decided not
to proceed with a second charge
against Gun-a-Noot of murdering
a half-breed named St. Claire on
the same morning that McIntosh
was killed.

GENERAL NEWS.

HOME RULE FOR MALTA.

Malta is to have a measure of
home rule. Beginning with 1921,
it is expected, she will have self-
government for purely local
affairs. The announcement was
made in the House of Commons
recently.

NOT UNDRESSED FOR 9 YEARS.

At a recent Kensington inquest
on Annie Sargood, 75, widow, of
Portland-road, W., who was found
dead in her chair, having suc-
cumbed to heart disease, it was
stated that since the death of her
husband nine years ago she had
never undressed or slept in her
bed. It was her habit to sleep in
the chair in which she was found.
"She thought it was too much
trouble to undress and get into
bed," said her niece.

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SCHOOLBOY MARRIES WIDOW.

DIVORCE COURT TALE.

The story of a youth who, be-
fore he had left school, married a
widow with two children, and
took her to his parents' home for
Christmas without disclosing the
fact of the wedding, was told
in the Divorce Court recently,
when Mr. Justice Horridge
granted a decree nisi to
Raymond Rice Byrne on the
ground of his wife's misconduct
with Lieut. M. J. Gollightly, of
the Royal Air Force.

At the time of the marriage, it
was stated, petitioner was 19,
while respondent, who was em-
ployed as a waitress in a London
club, gave her age as 25.
When they went to a registry
office and petitioner stated his
age, the Registrar re-
fused to marry them, so they
went to another office, where
petitioner said he was 21. This
was in November, 1916.

At Christmas the couple went
to see the husband's parents,
respondent going under her
earlier name of Mrs. Hampton
Lewis. While they were there
the marriage was revealed
through an anonymous letter.

The match, in the words of
petitioner's counsel, was most un-
happy from the very first.
Petitioner was subsequently
garnetted to the R.A.F., and the
co-respondent, whom he met in
August, 1917, at the house of some
friends, was also an R.A.F. officer.
Co-respondent became infatuated
with Mrs. Byrne, and by Septem-
ber, 1917, was found to be
living at Carter's Cottage, Lower
Willingdon, Sussex, where he
was joined by respondent. They
were said by a witness to have
called each other "Goey" and
"Peggy."

Among the letters read was
one in which respondent wrote:
If he (petitioner) wishes to be
free again, we could arrange that
I gave him the evidence he want-
ed through solicitors, on condi-
tion that he settles the allowance
I am getting now on me for life,
but not unless.

The suit was undefended,
and Mr. Justice Horridge,
while remarking that the case

AMERICA'S DEMAND FOR BRITISH GOODS.

FACTORIES UNABLE TO GUARANTEE DELIVERY.

An American mission has been
visiting England to place orders
for goods worth many millions sterling.
They came on behalf of the Retail
Research Association, which is a
£40,000,000 business combination,
and represented eighteen of the
biggest Transatlantic department-
al stores. They declare that every-
where they went they were met
with the cry: "We cannot guar-
antee a time for delivery."

Mr. Owles, a member of the
mission, in conversation with a
Daily Chronicle representative,
said:-

"Do not think that our mission
has entirely failed. We have
placed orders for nearly half the
amount leaving dates of delivery
open, and we are coming back
again next year. Considering
the chaotic condition of industry
in every European country, we
claim to have done fairly well."

"England is much ahead of
other European countries, and we
have left Switzerland, Holland,
Belgium, and France alone for
the present."

Mr. Steines, another member
of the mission, who is one of the
most influential men in the great
stores movement across the water,
and who formerly assisted Mr.
Selfridge, said that half his offers
of orders manufacturers hesitated
to take, as they could not get
the goods turned out in time.
In some instances delivery could
not be made for a year.

We have been offering to buy,
amongst other goods—Cotton
fabrics, Woollens, China and por-
celain, Brushes, Toilet ware,
Toys, Hosiery and Lingerie.

"When things are a bit more
settled we are coming again,
because everybody is wanting
British goods."

was full of suspicion, came to the
conclusion that on the evidence
there had been misconduct.

Counsel explained that peti-
tioner and his family did not wish
Mrs. Byrne to be totally un-
provided for, and it had been
arranged to make her an allow-
ance of £150 a year.

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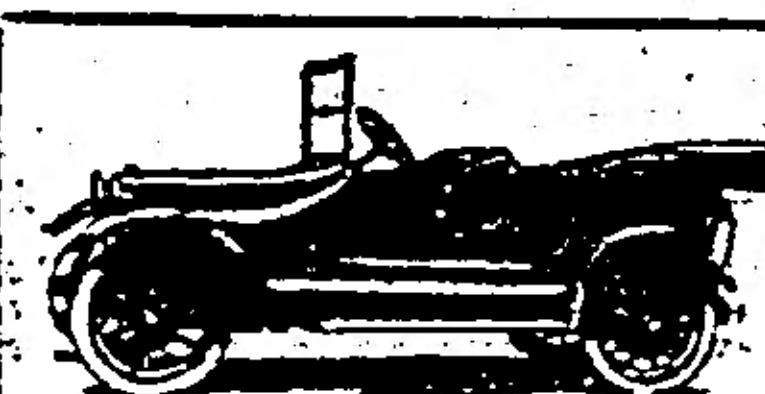
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WOMEN AND INDUSTRY.

THE FUTURE DISCUSSED.

There are two main facts that have emerged from much discussion and investigation on the question of Women in Industry. Firstly, that there are two distinct interpretations of "Equal Pay for Equal Work"—one the Government interpretation set forth in the Majority Report of the War Cabinet Committee, and the other the trade union interpretation set forth in Mrs. Sidney Webb's Minority Report. The former interprets "Equal Pay for Equal Work" as equal pay for equally efficient work, i.e., equal piece rates; the latter as equal pay for a similar job, i.e., equal time rates. Secondly, that having determined upon their respective interpretations, the investigators find that in normal times the question of "Equal Pay for Equal Work" meaning equal pay for exactly the same work, hardly ever arises. Industry divides itself into men's work and women's work, and with the exception of the cotton operatives, who have solved their own problem, work which is common to men and women rarely occurs.

If a new industry were started to-morrow, and men and women were both employed, it would very soon be found that certain jobs were performed by men, and certain other jobs were performed by women; the women's jobs in nearly all cases being the less highly-skilled and the less well-paid. In these circumstances it would be very difficult for a Government arbitrator or Wages Tribunal to determine whether the women were being paid in proportion to their efficiency.

The present time is a particularly critical and difficult one for women workers. The transition from war-time work to peace-time work is causing a good deal of unemployment and a keen competition for the jobs which are open to them. Public sympathy is extended to those women who are being deprived of their jobs at the present time; but at the same everybody realises that the men have the first claim to employment, and that the admission of women to many trades has been a concession on the part of the men for the war period only.

What, then, is woman's best hope for the future? I can see no other solution but a great extension of trade union organisation, amongst women, and a working agreement with trade union men. So long as women remain unorganised they will be looked upon with suspicion and mistrust by working men; they will be excluded from many trades and industries in which they could do efficient work, and they will be forced to enter into competition with men in the limited field of work

"LOST-WORLD" IN REAL LIFE.

MONSTER'S CHARGE IN AFRICAN VILLAGE.

The head of the local museum here has received information from a Mr. Lepage, who was in charge of railway construction in the Belgian Congo, of an exciting adventure last month.

While Mr. Lepage was hunting he came upon an extraordinary monster which charged at him. He fired but was forced to flee, with the monster in chase. The animal before long gave up the chase, and Mr. Lepage was then able to examine it through his binoculars. It was, he says, about 24ft. in length, with a long pointed snout, adorned with tusks like horns, and a short horn above the nostrils. The front feet were like those of a horse and the hind hoofs were cloven. There was a scaly hump on the monster's shoulders.

The animal later charged through the native village of Fungurume, destroying the huts and killing some of the native dwellers. A hunt was at once organised, but the Government has forbidden the molestation of the animal on the ground that it is probably a relic of antiquity.

There is a wild, trackless region in the neighbourhood, which contains many swamps and marshes, where, says the head of the museum, it is possible that a few primeval monsters may survive.—Central News.

The interest of the foregoing story, with its suggestion of Conan Doyle's "Lost World," lies in the fact that it tends to strengthen the belief, held by many undoubted authorities, in the survival of certain monsters of the prehistoric age in the swamps of Central Africa.

The Belgian Congo borders on Rhodesia, and the late Karl Hagenbeck, in his well-known book, "Beasts and Men," has left on record his own conviction that in this region there still exists "some kind of dinosaur, seemingly akin to the brontosaurus."

Hagenbeck says he received reports on the subject from two independent sources. The beast to which he refers was described by natives as "half elephant and half dragon." Precisely similar reports, he points out, were received from the negroes by Menges several decades previously, while on the walls of certain caverns in Central Africa actual drawings of these strange creatures are to be found.

open to them, thus keeping down the whole level of women's wages. But if they could become strongly organised in trade unions, so that the men had nothing to fear from under-cutting, their work and wages could be so adjusted by mutual agreement as to give proper opportunities and a proper standard of wages to women.



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GOVERNMENT SEEKING AN ANSWER.

It will be welcome news to housewives says a Home Journal that the profound mystery of 7/4d for a reel of cotton is to be probed remorselessly.

Mr. McCurdy, answering criticisms of the Profiteering Act made by the Consumers' Council at their meeting yesterday, said that it was perhaps unfortunate that the public were for the moment so interested in the petty retail transactions that came before the local tribunals that they forgot the much more important work of the Central Committee.

There was nothing petty or retail about the work of the Central Committee. The Central Committee was aiming high. They had started by inquiring into three of the greatest monopolies which affect the consumer in this country—sewing cotton, tobacco, and soap.

Sewing cotton was being investigated by a sub-committee presided over by a director of an important textile business assisted by Mr. Sidney Webb and others. They meant to find out why a reel of cotton costs 7/4d.

REMARKABLE COINCIDENCE.

"I think," said Mr. McCurdy, "that our inquiries are already affecting prices. The other day we wired to Scotland to ask for some costs of a certain quality of yarn. The next day the price of that yarn, by a remarkable coincidence, fell from 3s. 3d. to 2s. 11/4d."

Similar conferences had been held for the purpose of examining the prices and profits of blankets, brushes, men's and women's ready-made clothing. The conference on men's clothing, to take an illustration, included representatives of the textile operatives, of the Garment Workers' Union, the Anti-Sweating League, and of woolen and worsted manufacturers.

A separate conference of a similar character dealt with women's clothes. In hardware they were commencing their investigations upon such domestic items as galvanised buckets, tin kettles, enamelled pails, fire shovels, iron, tin, and copper saucepans. Mrs. Reeves, of the Consumers' Council, is presiding over the conference which deals with these articles.

POWER FROM WATER.

MANCHESTER ENGINEER'S INVENTION.

The inventive genius of Mr. Joseph Clarkson, the Manchester engineer who recently perfected a wind turbine, has now produced a tidal turbine, which, after experiments in the River Mersey, seems likely to mark an important stage in the harnessing of tidal and water power.

The apparatus consists of buckets placed behind each other, and attached to an endless chain, which operates chain wheels fixed on horizontal shafts. The whole is fixed on a floating framework, the buckets on the lower side being in the water and carried along by the current, while those on the upper side are out of the water and travel in the opposite direction. The movement thus imparts a rotary motion to the shafts, to drive a dynamo or charge an accumulator.

The Industrial Power and Transport Department of the Board of Trade interested themselves in the invention, and experimental tests have been carried out aboard H.M.S. Conway, which lies at anchor in the Mersey. "The tests were quite satisfactory," Mr. Clarkson told me when I visited his home at Prestwich Park. "I calculate that my tidal turbine, placed in a tidal stream of only two miles an hour, will provide electricity continuously for 24 hours a day at a cost of less than a penny per unit—much cheaper than from coal."

The invention is easily applicable to non-tidal streams. He went on: "The River Medlock at small stream flows past a certain works in Manchester. The firm is willing to take the power during winter months, and for the rest of the year to have the power converted into electricity for use in the mill."

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FROM THE PULPIT.

GOD'S SUFFICIENCY AND
MAN'S MISTRUST.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning. Text—Psalm 78/20.

We are at another of those way marks on this last Sunday of one more year; shall we make it a pointer or a boundary? Every stage of our life brings this alternative with it, and so in especial do the marked emergencies and crises of life. Are we to draw quiet hope from our retrospect of the past, or only a sense of having reached the end of all resources? There is always temptation to take the latter view, and it is generally possible to marshal an array of facts and circumstances supporting it.

The mind has a selective power, and some of us choose out the hopeful and cheering items in the mingled mass before us, while others bring together all that may be discouraging. "Optimists" and "pessimists" we have taken to calling these classes respectively. I remember the time when anyone making use of these two words had to stop and explain them, but they are in every mouth now, and sometimes one could wish they had never been coined. If you think that anything in our times and tendencies is seriously amiss, and say so, you are dubbed pessimist, and classed with Cassandra, Jeremiah and others of that ilk, of whom it is still the fashion to speak with contempt, although all the world knows that they were right and those who refused to listen to them were wrong.

On the other hand, every self-satisfied chatterbox who can spin a flattering tale and blindly point the blind to a fool's paradise, poses as an optimist, laughs, and invites the world to laugh with him, and build stucco villas on the sand.

Now the study of history has been rightly said to be a great cure for pessimism. It is the case also that history puts a check upon facile, shallow optimism, which lifts away with its everlasting "Don't worry" though Rome may be burning, and will keep it up I suppose till the day of judgment. History does not answer all our questions, but it does show that mere "don't worry" runs upon the spools, and, on the other hand, that brave and believing hearts bring many an argosy into port when the chances seemed all for shipwreck.

During the dark days of the war I found myself reflecting that life had been to me a succession of reproofs for unbelief. I do not mean unbelief wilful and indulged, but just that besetting tendency which I suppose most of us experience more or less strongly if we take things at all to heart. We have seen many a mountain of difficulty shrink away; many a seemingly impassable river has been forded; many a human extremity has shown itself before our eyes to be a Divine opportunity. Yet next time our faithless hearts are much where they used to be, until we call to mind the enlightening past, luminous with the track of our footsteps whose way at time was in the sea, moving in ways mysterious. Happy are the souls who find in God's successive providences successive confirmations of their own unwavering trust. Many of us

who have not got that length as yet, confess that there have been so many occasions to repeat to ourselves our Saviour's timely words "O ye of little faith, wherefore did ye doubt?"

Well, the war is over now, and perhaps we are tired of hearing about it. Unfortunately its effects are by no means over, and we have got to hear about it from hard facts; if every human voice were silent it will be long yet ere its echoes cease to reverberate among the hills of time.

And if I am to say anything to the purpose to my fellow pupils in God's school on this last Sunday of the first year after the war I must not ignore the circumstances in which the war has left us. That those circumstances are critical in a high degree is but the barest truism. If the situation to-day appears to some one of almost unmitigated gloom we must admit they can at least make out a case for their view.

The world appears to have come to such a pass that even expectations of its speedy winding up are freely suggested. We seem to them to have reached the time which they say was spoken of by the prophet Daniel, when iniquity should so abound, when life should have become so unbearable, and betterment so hopeless, that the only thing to be done is to bring the world to an end, and start the New Jerusalem with the 144,000 elect who are all that can be rescued of our sinful race. Those who hold such views would object, I presume, to their being described as gloomy. To them the prospect seems bright, but to some of us I confess it is about the ghastliest panorama of cosmic failure that ever arose in the minds of pious men. But such speculations apart, there is enough to give occasion for anxious thought, and lend colour to dire forebodings. The war indeed has been won, but at what a cost, in precious life, in wounds, disease, disablement, in blasted hopes, in broken hearts, in bitterness and tears! All that we can faintly in this peaceful haven of the Far East very faintly imagine.

We can read and perhaps try to reckon the cost in millions of pounds, but we deal there with figures which can no more be realised than the distances of the stellar spaces. We only know that never was a tenth so much money in the world, and that all the warring nations have done is to pledge their future and lay a burden on their children's children for generations, as the Napoleonic wars waged by our great-grandfathers are a burden on our shoulders still.

But there are other costs, even more serious. Men have seen thrones topple and Governments overthrown. They have seen the mighty pulled violently from their seats; great ones who were all but gods in the earth have been shorn of the mystery and glory which had surrounded them, and exhibited in all the poverty of their personal pettiness. Reverence for institutions and authority has been subjected to what in many cases has proved a breaking strain, and though it may be well that most of these old bonds should have been broken it is doubtful whether the time for the severance was ripe, and in any case it is always easier to break bonds than to replace them by better sanctions. Even in the more advanced nations unrest is rampant and disorder threatens, whilst over vast regions anarchy reigns, and in others national government is hard put to it to

maintain its hold. Mankind has been at the dangerous game of war on a scale which involved the whole world directly or indirectly. We have been expecting pretty confidently that compensating good results would presently arise from the disturbance, and we have had a great deal to say as to the splendid qualities which are exercised when the call to arms gives a chance to the inherent heroism of human nature. Still the fact remains that war in itself is the essence of unreason, that within limits at the best, and at worse with little limit at all, it repeals the moral law, making it right for the time being to lie and steal and kill, to deceive and distress and enslave one's neighbour, whom it is one's duty to love. This moral anarchy is supposed to last only for the duration of a war, but there was never war yet which did not prove with miserable completeness that it is easier to repeal the ten Commandments than to get them re-enacted. Wars not only dislocate trade and break up institutions, they break down men's moral standards and confuse their consciences. The late war we believe to have been at bottom

(Continued on Page 9.)

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American Business a Specialty.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KATOH MARU (Omitting Manila) Wed., 21st Jan., at 11 a.m.
SUWA MARU (Omitting Manila) Mon., 2nd Feb., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.
KITANO MARU ... Friday, 9th Jan., at noon.
INABA MARU ... Friday, 23rd Jan., at noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Middle of January.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
TOKUSHIMA MARU ... Sunday, 4th January.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COIMBO via Singapore.
WAKAMATSU MARU (Bombay direct) Monday, 5th Jan.
NAGANO MARU ... Sunday, 11th Jan.

CALCUTTA & RANGOON via Singapore & Penang.
KAWACHI MARU ... Monday, 29th Dec.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... Saturday, 16th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU ... Friday, 2nd Jan.
TANSHIN MARU ... Tuesday, 30th Dec.
KEISHIN MARU ... Wednesday, 31st Dec.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam Hamburg etc.).
DURBAN MARU (London, Antwerp & Hamburg) Tues., 30th Dec.
PENANG MARU (Marseilles & Liverpool) Wed., 7th Jan.
TOYAMA MARU (London, Antwerp, & Hamburg) M. of Jan.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS
Sailings from Hong-kong—Subject to change without notice

STEAMERS.	Tons.	Leave Hong-kong.
SHINKO MARU	22,000	15th Jan.
SHIRAKA MARU	2,000	14th Jan. (from Kt.)
SHIRAKA MARU	2,000	14th Jan.
SHIRAKA MARU	2,000	14th Jan.
SHIRAKA MARU	2,000	14th Jan.

* Omitting call at Shanghai.
SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, AKITA AND IQUIQUE.
BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers.
SEIYO MARU

Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAICO, Manager.
KING'S BUILDING.
Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
Jan. 13th, 1920. Jan. 31st 1920.

AN UNEQUALLED HIGH CLASS PASSENGER SERVICE
O. H. RITTER. Freight and Passenger Agent.
Princes Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)
JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT

For LONDON
Steamer "ST. FRANCIS" 20th January.
"MATOPPO" 15th February.
For particulars of sailings-shippers are requested to approach the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.
General Agents.
or to REISS & Co. Canton Hongkong, 20th Dec. 1919.

For New York

AMERICAN ASIATIC S. S. CO.

S. S. "ARABIAN PRINCE"

will be despatched for New York via Suez Canal about 15th January.
For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

SHIPPING NEWS.

AN AMERICAN-IRELAND LINE.

A report from London that Henry Ford is considering the establishment of a steamship line to Ireland has been corroborated at Detroit by Charles E. Sorensen, Superintendent of the Henry Ford and Son Tractor Company. Mr. Sorensen said that a number of American industrial concerns, having Irish branches, had been asked by the Irish commission now in America to provide means of shipping to and from Ireland. The Ford interests, with a branch at Cork, he said were asked to do so, and a representative of the Cork Development Association conferred with Mr. Ford. Mr. Ford had promised to consider the request.

SHIPPING EXPANSION IN U.S.

New York.—A prophecy that the ships flying the American flag will by the end of 1920 almost equal the tonnage owned by Great Britain was made by Senator Jones, the Chairman of the Senate Commerce Committee recently, in introducing a Bill providing for a permanent federal shipping policy. Assuming that the Government's shipbuilding programme was carried out, the United States, said Senator Jones, would have at the end of 1920 a merchant fleet totalling 18,000,000 tons. We do not desire, and it is not our purpose, he added, to drive other nations off the seas, but we want to do and ought to do at least our part of the world's carrying trade, so that our commerce may have a fair chance in the world's markets. With regard to the future shipping policy of the Government, the Senator pointed out that 8,000,000 of the 12,000,000 tons of American shipping engaged in foreign trade would be Government-owned. We may differ about Government ownership, he said, but the Government owns these ships whether we will or no. No one would reasonably hope that private enterprise and capital, in the face of foreign competition and our own inexperience, could take over all this shipping in a short while. Senator Jones's plan provides for the creation of a merchant marine corporation under Government control to operate the Government fleet for not more than 30 years, but without competing with privately-owned lines.

CHINA COAST GAZETTE.

Captain R. Ritchie, of the Paoting, is on leave. Captain H. P. Hope, of the Tientsin, has gone master, Paoting. Captain A. Tucker, of the Singan, is on reserve. Captain J. W. Harding, of the Wuhu, has gone master, Singan. Mr. A. J. Anderson, from leave, has gone chief officer, Tungking. Mr. T. L. Rasmussen, chief officer, Tungking, is on reserve. Mr. J. W. Tinson, chief officer, Chenan, is on reserve. Mr. C. Mather, from reserve, has gone chief officer, Chenan. Mr. W. S. Hitch, second officer, Chihhua, has gone second officer, Chihhua. Mr. H. Brewer, second officer, Chihhua, has gone second officer, Chihhua. Mr. J. C. Young, from reserve, has gone second officer, Fashan. Mr. J. Gray, supernumerary chief officer, Kutwo, has gone chief officer, Kutwo. Mr. J. S. Masson, chief officer, Kutwo, is on leave. Mr. D. Summers, supernumerary second officer, Kutwo, has gone second officer, same ship. Mr. C. Webb, from leave, has gone chief officer, Yusang. Mr. W. R. Williams, chief officer, Yusang, is on reserve. Mr. W. F. O'Farrell, second officer, Laisang, has gone supernumerary second officer, Cheongshing. Mr. A. Turabull, from leave, has gone chief engineer, Hong-sat. Mr. J. Staker, chief engineer, Hopsang, is on reserve. Mr. A. S. Spiers, from leave, has gone second engineer, Kingsing. Mr. H. J. Hudd, second engineer, Kingsing, is on reserve. Mr. P. H. Van Muter, chief officer, Yushan, has gone chief officer, Yushan. Mr. E. Gunderson, second officer, Kwangthai, has gone second pilot, Kiangteen. Mr. W. S. N. Smith, from leave, has gone chief officer, Kwangthai. Mr. J. Webster, second pilot, Kiangteen, has gone second officer, Kungping. Mr. R. Wetherell, chief officer, Haitan, is on reserve. Mr. J. W. Scott, second officer, Haitan, has gone acting chief officer, same ship. Mr. E. A. Thompson, supernumerary chief officer, Haitan, is on reserve. Mr. E. A. Winkworth, chief officer, Methven, has resigned. Mr. H. B. Enders has been appointed chief officer, Brisbane. Mr. R. V. Smith, chief officer, Nancy Moller, is on reserve. Mr. R. Hailis, second engineer, Nancy Moller, has resigned. Mr. R. Akesson, has been appointed second engineer, Nancy Moller—Shipping and Engineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

Destination	Steamer	To Sail
SHANGHAI	Ichang	1st Jan. at noon
MANILA, CEBU & ILOILO	Taming	1st Jan. at noon
SHANGHAI & TSINGTAO	Tean	4th Jan. at 4 light
SWATOW & BANGKOK	Liangchow	6th Jan. at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State rooms. Regular scheduled service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (two weekly), taking Cargo on through Bills of Lading to all Yanchow and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36.
Hongkong Dec. 31, 1919.

BUTTERFIELD & SWIRE.
Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

Destination	Steamer	Sailing
SHANGHAI	Wosang	Thurs., 1st Jan. at d'light
SHANGHAI	Wingsang	Thurs., 1st Jan. at d'light
SHANGHAI via Swatow	Hangsang	Fri., 2nd Jan. at 6 a.m.
MANILA	Yiersang	Sat., 3rd Jan. at 3 p.m.
HAIPHONG via Hoihow	Lolsang	Tues., 6th Jan. at 8 a.m.
STRAITS & Calcutta	Kumsang	Tues., 6th Jan. at 3 p.m.
STRAITS & Calcutta	Yalsang	Fri., 9th Jan. at 3 p.m.
KOBE	Fooksang	Fri., 9th Jan. at 5 p.m.
STRAITS & Calcutta	Laisang	Tues., 13th Jan. at 3 p.m.
SANDAKAN	Hinsang	Sat., 24th Jan. at noon

CALCUTTA LINE—This line now affords regular sailings to Calcutta, leaving on Thursdays from Calcutta steamers proceed via Straits and Hongkong to Swatow and Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, with calls at Swatow. Through bills of lading can be obtained and through bills of lading are issued to all Northern and Southern Ports via China.

MANILA LINE—A weekly service is maintained with Manila with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow and Haiphong.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers.

YANTSEN LINE—A regular service is run from March to November between Hongkong and Tientsin calling at Walsby and Chetser.

For Freight or passage, apply to

Telephone No. 215.
JARDINE MATHESON & CO., LTD.
General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUCHOW AND RETURN.
(Occupying 9 to 10 days)
Steamships. Captain Leaving.
Haiching ... A. H. Stewart ... FRI., 2nd Jan. at 1 p.m.
Quinnebaug ... Medina ... TUES., 6th Jan. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

For NEW ORLEANS.

THE U. S. SHIPPING BOARD

S. S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.
For freight space and particulars apply to—
THE ADMIRAL LINE

TELEPHONE 2477 & 2478. 5th FLOOR Hotel Mansions.

For NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S. S. "CAPE MAY"

Late January.
Via PANAMA.

For freight space and particulars apply to—
THE ADMIRAL LINE

TELEPHONE 2477 & 2478. 5th FLOOR Hotel Mansions.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"BORNEO MARU" ... Beginning of Jan.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BJENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SUMATRA MARU" ... Sunday, 4th Jan.

BOMPAY & COLOMBO—Regular fortnightly service via S'pore. Middle of Jan.

SAICOM, BANCK & SINGAPORE—Regular Monthly Service. Wednesday, 31st Dec.

SHISEN MARU ... Wednesday, 31st Dec.

SY NEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"TAMON MARU" ... Middle of Jan.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"ARABIA MARU" ... (Shanghai) ... Wednesday, 31st Dec.

"CHICAGO MARU" ... (Manila) ... Saturday, 3rd January.

KEELUNG via SATOY & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMATEUR MARU" ... Sunday, 4th January.

TAKAO via SWATON & AMOY.

"SOSHU MARU" ... Friday, 2nd Jan.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing lists and further particulars, please apply to—

Y. YASUDA,
Manager.

Tel. No. 741 and 745

No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CAIRO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, HONGKONG, SAIGON, YOKOHAMA, SHANGHAI and TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2103.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	8th Jan.	13th Jan.
CHANGSHA	2nd Feb.	7th Feb.

* Omitting Manila Southward. For Sydney only.

Our steamers are fitted with Refrigerating machinery, ensuring supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the Saloon. A duly qualified Doctor is carried. Reduced Fares for cargo booked through for all Australian, New Zealand and Tasmanian ports.

Freight or Passage Butterfield & Swire.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"COLOMBIA" & "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUN HUNT BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR" ... Thursday, Jan. 1st.
S.S. "COLOMBIA" ... Wednesday, Jan. 28th.
S.S. "VENEZUELA" ... Wednesday, Feb. 25th.

ALSO

The following U.S. Shipping Board vessels

Steamers: Sails from Hong Kong
"WEST INSKIP" ... Oct. 30, 1919. Jan. 8, 1920.
"WEST CONOB" ... Nov. 1, " Jan. 26,

Cargo secured on through bills of lading to Baltimore, Havana, Central and South American ports.

For further particulars apply to—

PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road.
TELEPHONE 141. Cable Address "SOLANO"

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.
Operates the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)

"EDMORE" ... About Jan. 5
"CITY OF SPOKINE" ... Jan. 7
"ICORUM" ... Jan. 27
"CROSSKEYS" ... About Feb. 1
"WHEATLAND" ... Feb. 15

For PORTLAND direct.

(Calling at Shanghai and Kobe)
"WAWALONA" ... About January 7th
"COAXE" ... January 22nd

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 241 & 248 5th Floor, Hotel Manama.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"BESSIE DOLLAR"	15th January.
"M. S. DOLLAR"	20th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST HEPBURN"	10th January.
"TANCRED"	12th January.
"WEST HARTS"	2nd February.
"STANLEY DOLLAR"	6th February.

Through Bills of Lading issued to all ports of United States or Canada.
Movements subject to change without notice.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR " 792.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

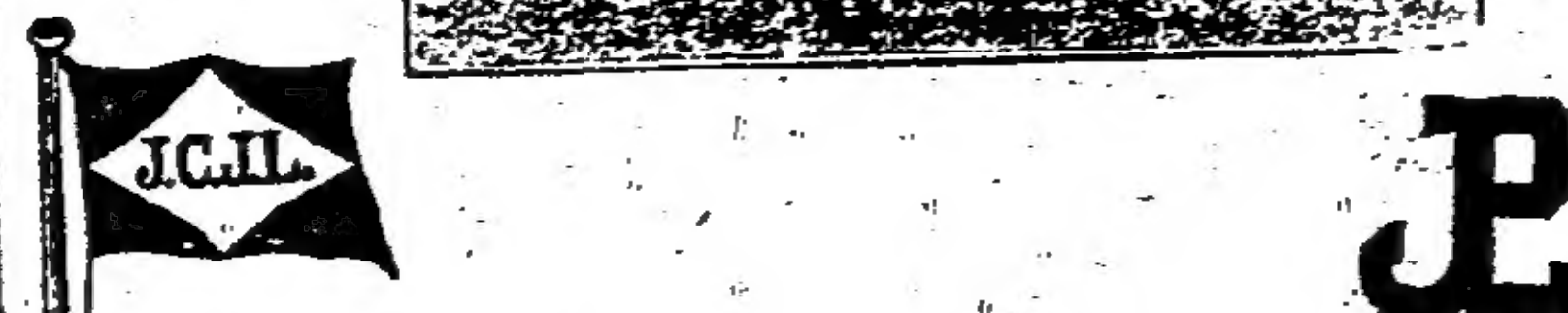
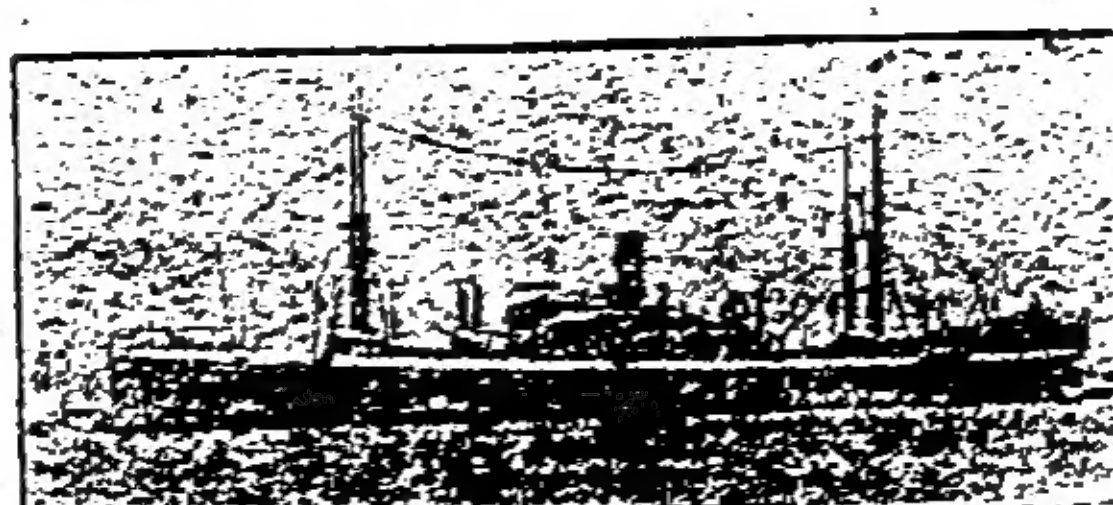
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
"KNIGHT TEMPLAR" ... via Suez ... 5th January.
"OANFA" ... via Suez ... 15th January.
"ATREUS" ... via Suez ... 28th January.
"ARIOSTO" ... via Suez ... 10th February.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroem	Japan	2nd Jan.	5th Jan.	Java
Tjipanas	Java	10th Jan.	13th Jan.	Shanghai
Tjisalak	Java	12th Jan.	19th Jan.	Shanghai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA.

HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA SUEZ & PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 26 JANUARY 1920.

LLOYD TRIESTINO.

S.S. "AFRICA"

FOR SHANGHAI & JAPAN.

Sailing on or about 2nd January, 1920.

Regular sailings to VENICE & TRIESTE.

S.S. "AFRICA"

Calling at SINGAPORE COLOMBO & PORT SAID.

Sailing on or about 8 JANUARY 1920.

EXCELLENT 1ST & 2ND CLASS PASSENGER ACCOMMODATION.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Java, S.S. "HOKUTO MARU"

Sailing on or about 6th JANUARY.

For Japan, S.S. "RIOJUN MARU"

Sailing on or about 10th JANUARY.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Jan., 1920, to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:—

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

TIDE TABLE.

29th Dec. 1919 to 4th Jan. 1920

Day of Week	High Water	Low Water	Day of Week	High Water	Low Water
Mon. 19	0 56	6 3	Mon. 25	0 56	6 3
Tues. 20	1 51	6 3	Tues. 26	1 51	6 3
Wed. 21	2 46	6 3	Wed. 27	2 46	6 3
Thur. 22	3 41	6 3	Thur. 28	3 41	6 3
Fri. 23	4 36	6 3	Fri. 29	4 36	6 3
Sat. 24	5 31	6 3	Sat. 30	5 31	6 3
Sun. 25	6 26	6 3	Sun. 31	6 26	6 3

m morning a afternoon.

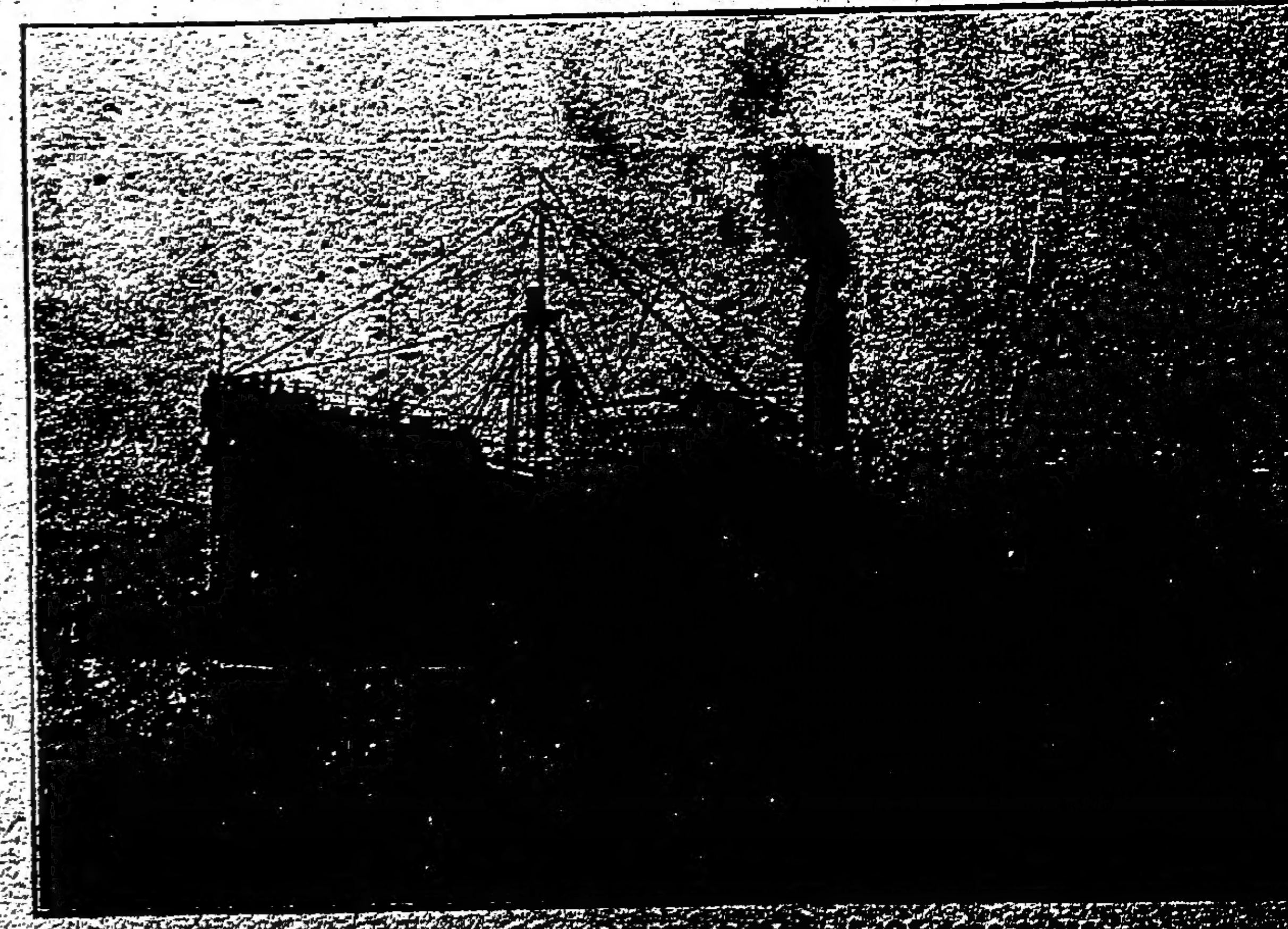
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition: Engineering, First and Second Editions: Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "WAT GARDEN" ...

Built and owned by The Hongkong & Whampoa Dock Co., Ltd.

Address: Registrar of the Chief Magistrate's Office.

S. S. "WAT GARDEN" ...

NEW ADVERTISEMENTS.

NOTICES

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED

In the Matter of the Trading with the Enemy Ordinances 1914-1919.

NOTICE is for general information hereby given that pursuant to the powers contained in the above Ordinances the under-mentioned shares and all rights, whether legal or equitable in respect thereof, were vested in the Custodian of Enemy Property, Hongkong, who pursuant to the said powers has recently sold the same by private tender and Notice is also given that pursuant to the aforementioned powers new Certificates in respect of the said shares have been issued by the above named Company to the Purchaser and that all other Certificates whatsoever in respect of the above shares have been noted in the books of the said Company as cancelled and Notice is further given that in consequence of the foregoing all outstanding Certificates in respect of the said shares are valueless for all purposes whatsoever.

The shares referred to above are the following—

Shareholder's Name	No. of old shares	No. of new shares	Registered Nos of old shares
The Executors of Mrs. Lucia M. C. Nicaise	50	10	34171/34195 inclusive 34196/34220 "
Wilhelm Otto Christian Spalckhaver	75	15	28369/28393 " 37687/37711 " 25815/25839 "
Dr. Ferdinand Korn	40	8	27305/27314 " 27315/27324 " 27325/27334 " 27335/27344 "
Norddeutscher Lloyd	4	0	35185/35188 "
Johann Nicolaus Goosmann	1	0	41989 "
Carl Heinrich Rogge	10	2	28599/28608 "
Friedrich Hermann Arnold Fuchs	25	5	21814/21838 "
C. Rudolf Heinzen	15	3	9849/9852 " 33117 " 31992/32001 "
P. Hermeling	25	5	28709/28733 "
Reinrich Karl Oldorp	10	2	11557/11566 "
Speidel & Co.	35	7	45951/45960 " 16624/16648 "
	290		

Dated this 30th day of December 1919.

THE HONGKONG & WHAMPOA DOCK CO., LTD.
R. M. DYER,
Chief Manager.

NOTICE.

HONGKONG BOXING ASSOCIATION.

President: His Excellency Sir E. E. Stubbs, K.C.M.G., Governor.
Chairman: His Honour Sir William Rees Davies, K.C., Chief Justice.

SECOND TOURNAMENT.
At "The Ring", Volunteer Head quarters Parade Ground next (adjoining Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

FRIDAY & SATURDAY, JANUARY 9th and 10th, 1920.

Novices Competitions and Championship Contest.

Friday, January 9th, at 7 p.m., until about 11 p.m.

Preliminary Bouts in Novices Competitions. Forty Competitors. Middleweight, Welterweight, Lightweight and Featherweight.

Doors open at 6.30 p.m. NO PREVIOUS BOOKING. Cash or admission. Prices: \$2, \$1, and 50 cents. No half-price seats.

Saturday, January 10th, at 8.15 p.m. sharp.

Semi-Finals and Finals in Novices Competitions.

Also a Six-round Welterweight Contest and a Ten-round Featherweight Contest.

Also a FIFTEEN-ROUND CONTEST for the

WELTERWEIGHT CHAMPIONSHIP OF THE COLONY.

Between Sergeant "Sky" Kerrison, R.N.Y.P. (Holder) and Seaman Parsons, H.M.S. Ambrose (Challenger).

Doors open at 8.30 p.m.

Prices: Reserved \$5, and \$3, unreserved \$2, and \$1. Men of H.M. Naval and Military Forces in uniform, half-price, to \$2 and \$1 seats.

BOOKING AT MOUTRIE'S, as follows:—

Wednesday, January 7th—Members of the Hongkong Boxing Association only.

Thursday to Saturday, January 8th—10th—General Booking.

Judges: Lt-Colonel Loring, Major Rapsom, Lt. Ansdell, R.N., and Lt. Dickinson, R.N.

Referees: Messrs H.J. Gedge (Official Referee), W. Logan, A. Murdoch and J.B. McCann.

G. G. N. Tinson

Hon. Secretary

J. C. WILDIN

Manager.

NOTICE.

CHINA BORNEO CO. LTD.

Shareholders are reminded that a Second Extraordinary General meeting of the above named Company (notice of which was duly given on the 10th inst.) will be held at the offices of Messrs. Gibb, Livingstone and Company, St. George's Buildings, Victoria, at 12 o'clock noon on Tuesday the 13th day of January 1920, for the purpose of confirming, if thought fit, as a special Resolution, the following Resolution which was duly passed as an Extraordinary Resolution on the 19th inst., viz:—

"That the Company be wound up voluntarily and that Ernest Alfred Mountford Williams of the firm of Lowe, Bingham & Matthews of Chartered Bank Buildings Queen's Road Central Victoria aforesaid be appointed Liquidator for the purpose of such winding up, at such remuneration as may be arranged between the said Harrison and Crosfield Limited and the Liquidator."

By Order of the Board,
GIBB LIVINGSTONE & CO.
Agents.

NOTICE

REPULSE BAY HOTEL.

A Ball will be held on the evening of the 1st, of January, 1920, commencing at 9.15 p.m.

Tickets including Buffet Supper can be obtained at the Hongkong Hotel Main Office at \$3. per head.

Dinner will not be served at the Repulse Bay Hotel on the opening night.

J. H. TAGGART,
Manager.



SPECIAL ENGAGEMENT

OF

MISS LE ROY,

PARISIAN DANCER AND RAG TIME
HIGH-CLASS SOUBRETTE

WILL APPEAR

AT THE

VICTORIA THEATRE

TO-NIGHT

SHE HAS PLAYED BEFORE ROYALTIES.

G. R.

A public telephone will be installed in the new chair shelter at the bottom of the Peak Road as from the 1st prox. No. 816.
E. D. C. WOLFE,
Captain Superintendent of Police, Hongkong, 31st December, 1919.

NOTICE.

HONGKONG BOXING ASSOCIATION.

An important joint Meeting of the GENERAL and BOXING COMMITTEE of the above Association will take place at the Office of Mr. F. C. Jenkin, Prince's Buildings, on Monday, January 5th, at 5 p.m. Members are requested to make it convenient to attend.

G. G. N. Tinson,
Hon. Secretary.

NOTICE.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Thursday, Friday and Saturday, the 1st, 2nd and 3rd, January, 1919.
Hongkong, 24th December, 1919

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "KIYO MARU,"
From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, JAPAN PORTS.

The above named Steamer having arrived Monday, December, 29th.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Monday, January, 5th 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday, January 5th, 1920 at 10 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO,
Manager.

Hongkong, 29th December, 1919.

NOTICE.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY SECOND ORDINARY MEETING of SHAREHOLDERS of the Company will be held at the Offices of Messrs. Jardine Matheson & Company, Limited on Wednesday 14th January 1920 at 11 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1919.

The REGISTER of SHARES of the Company will be CLOSED from Thursday 1st January to Wednesday 14th January 1920 (both days inclusive) during which period no Transfer of shares can be Registered.

By Order of the Board of Directors.

A. SHELTON HOOPER
Secretary to the

Hongkong Land Investment & Agency Co., Ltd.

General Agents for the

West Point Building Co., Ltd.

Hongkong, 24th December, 1919.

MOTOR BUS SERVICE

Hongkong Hotel to Repulse Bay Hotel.

Commencing on the 1st January, 1920, the DRAGON MOTOR CAR CO., will run a MOTOR BUS SERVICE from the HONGKONG HOTEL to the REPULSE BAY HOTEL.

\$2 RETURN FARE \$2

In connection with the opening and Ball at the Repulse Bay Hotel, Buses will leave the Hongkong Hotel on January 1st, between the following times:

1.30 and 2 p.m.
4 and 5 p.m.
7 and 9 p.m.

Tickets can be obtained at the Dragon Motor Car Co., 24, Des Voeux Road. No chits.

No bus will leave unless at least 10 persons have booked seats.

THEATRE ROYAL

THE GREAT SUCCESS IN THE FAR EAST.

THE RUSSIAN GRAND OPERA CO.

Personal Representative L. Fedoroff

83 ARTISTES 83

SOLOISTS, CHORUS, ORCHESTRA & BALLET

10 PERFORMANCES ONLY.

Beginning from 1.1th January,
at 9.15 p.m.

AIDA	CAVALLERIA RUSTICA
RIGOLETTO	and PAGLIACCI
CARMEN	TRAVIATA
TOSCA	MADAME BUTTERFLY
FAUST	LA BOHEME
	IL TRAVATORE

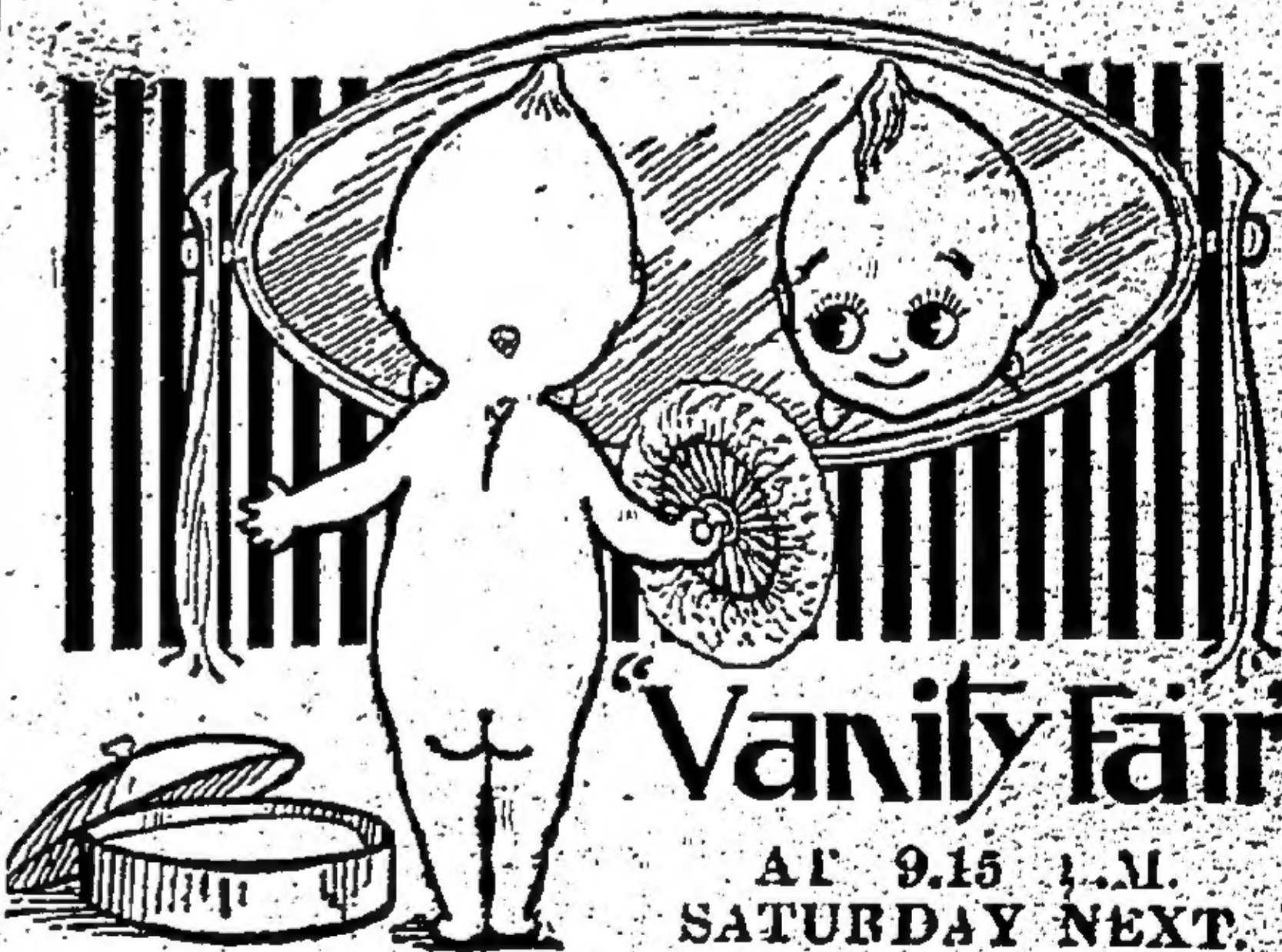
DIRECTION: A. STRICK.

Booking now open at MOUTRIE'S

FINAL FAREWELL OF THE FAVORITES

THEATRE ROYAL

SATURDAY NEXT JAN. 3rd & THURS. 8th, FRI 9th, SAT. 10th



AT 9.15 P.M.
SATURDAY NEXT.

NEW REPERTOIRE. COMPLETE CHANGE NIGHTLY.
SUPERB SINGING. DELIGHTFUL DANCING.
CLEVER COMEDY.

ORIGINAL! MUSICAL!! WHIMSICAL!!!

Positively the last appearance of the company in Hongkong.
DO IT NOW! WHAT? BOOK SEATS AT MOUTRIE'S.

MUSTARD & CO.

DALTON

ADDING, LISTING
AND CALCULATING

MACHINE

Tel. No. 486

FANNIE WARD IN THE PROFITEERS

PATHE PRESENTS
FANNIE WARD
IN HER LATEST STARRING VEHICLE
AN AFTER-THE-WAR DRAMA
IN FIVE THRILLING ACTS:—

"THE PROFITEERS"



VICTORIA THEATRE
ENJOYMENT & COMFORT.

VICTORIA THEATRE

1ST JANUARY
GRAND
GALA
PROGRAMME

FROM THE PULPIT.

(Continued from Page 5.)

a war to vindicate right against mere might, yet in our own land and America it has been followed by repeated attempts to appeal to mere force in industrial disputes, as if "direct action" was a crime when Germany resorted to it to improve its international position, and becomes praiseworthy on the part of sections of a community demanding concessions from the rest.

The truth is that the whole life and order of the world have been violently upheaved, indeed all but dislocated, and it is idle to look for its resettlement on the old tracks in many respects, or for its settlement at all without many further oscillations. We are not at the end of troubles by some distance yet.

Is this pessimism? If so some of us will have to rest under the unpopular imputation, but time will show how far we may be right or wrong.

However there is a hope, indeed a convinced faith, which I believe we are entitled to cherish in the midst of all. It comes from remembering the dangers we have been already brought through, and it is that God, Who brought us through the war, is sufficient for all the perplexing problems which the war has left us.

God is sufficient for these as for all things; the only question is whether we shall avail ourselves of His sufficiency and fulfil the conditions under which it can avail us.

That, I think, is the kind of optimism which is going to help us.

The mere "don't worry" brand will go no length at all.

We have got to worry, and to work, and to be brave, and to be ready for further sacrifices, and to cease setting our hearts on having a good time other than that best of all good times which never fails to be the experience of every man and woman whose main concern in life is the cheerful discharge of duty, letting the good time take care of itself.

You will know I am sure the kind of worry I mean. Certainly don't mean unbelieving, unchristian anxiety, as though we had no Heavenly Father to look to. What one does mean is that if even God Himself is to bring good out of the welter of sorrow and sin the war has left us in, every man must settle down to play his part and every woman not less, for it is quite certain that the tremendous problems of the times can only be met by giving them the best of our thought, our prayer, our practical effort, each of us in our place and according to our ability. Given such a spirit there is nothing which need appal even in the unpromising circumstances of the hour, with its burden of debt, its sense of exhaustion, its Bolshevik menace, its impoverishment of wealth, and, worse, of young manhood. For behind all that stands the God who made man for His own great purposes, and Who so loved the world that He gave for it His Son Who has surely borne our griefs and carried our sorrows and in all our affliction is Himself afflicted. He is behind it all and able to cause it all to work for good, but He works through our reasoned, believing and consecrated efforts, and if we withhold these we take the most fatal means to limit the Holy One and bring His good intent to nought. If we would win through the troubles of our time let us neither ignore them nor belittle them, but bravely meet them with our best, assured that He who smote the flinty rock is able also to do even more than we ask or think.



LADIES

BEGIN THE NEW
A PAIR OF

THE SEASON'S BARBARY
SINCERE'S

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENLAVERS."

From ANTWERP MIDDLESBO
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 10th Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th December, 1919.

NOTICE TO CONSIGNEES.

H. M. H. NEMAZEE.

FROM PENANG &
SINGAPORE.

The Steamer

"HALVARD"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be counter-

signed by

H. M. H. NEMAZEE
Agent.

Hongkong, 23rd December, 1919.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere,
[Sole Agents,

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

16, Queen's Road, Central
HONGKONG.

JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS
IN STOCK.

Works:—Footing, Shanghai.

Sole Agencies:—Sterling & Evinrude Motors. Makerr
"EWO" Motors.

Asociated British Machines Tool
Makers Ltd. "Siroc" Steam Traps, Temp rature
Regulators &c.
A.B.C. Boiler Chamel. Linotype & Machinery Ltd.
Jexin & Ld. (Lithogr-plate). Pals: rator Engineering Co., Ltd.
Eigar Allen & Co., Ltd. T. & W. Smith Ltd. (Wire Ropes.
(Tool Steels &c.) Imperial Light Ltd.

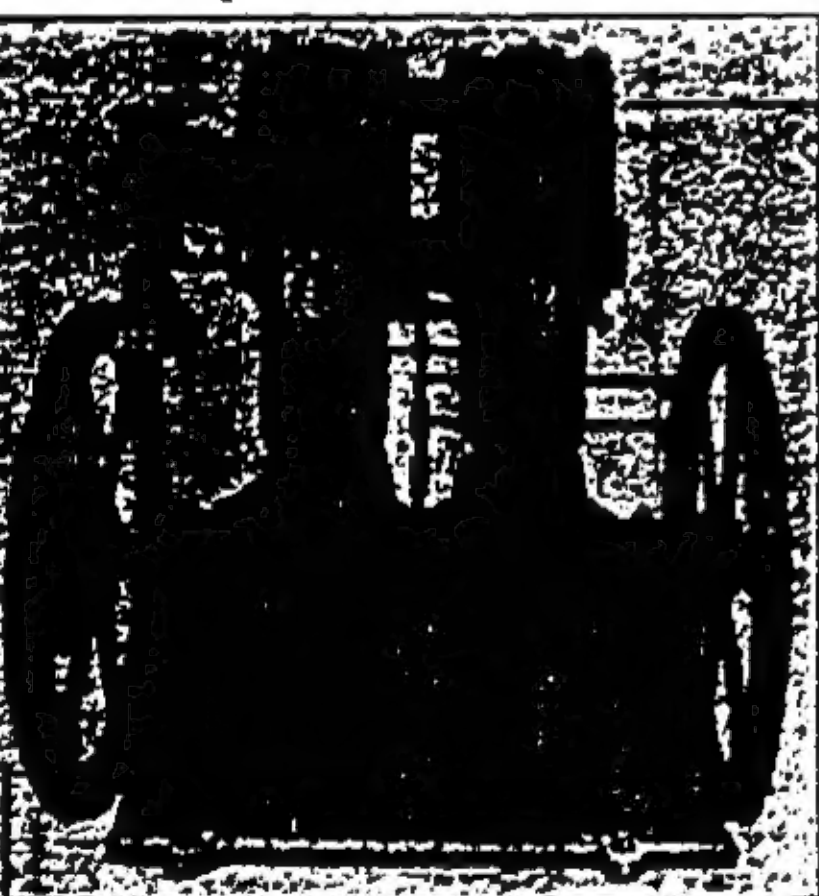
PIANO

TUNING & REPAIRING IS OUR
SPECIALITY. SATISFACTION
GUARANTEED.

JAMES LAU & CO.
26, Wyndham St.

C. E. WARREN & CO. LTD.

BATHS & SANITARY FITTINGS
WATER HEATERS & BATHROOM FIXTURES
FIRE GRATES & HEATING STOVES
COOKING RANGES IN ALL SIZES
HOT WATER INSTALLATIONS
TILES FOR FLOORS AND WALLS
CAST IRON PIPES.



SATIONARY "VICTORY"

OIL ENGINE

Sole Agents for Manufacturers. Stock Carried.

UNION ENGINEERING CO., LTD.

13 CHATER ROAD.



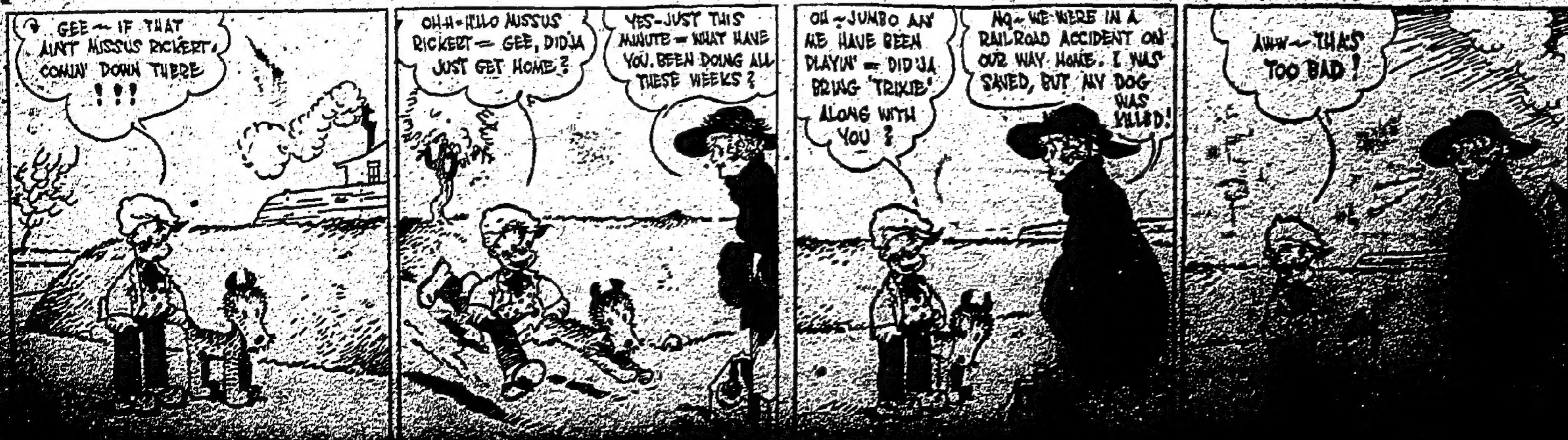
CENTRIFUGAL PUMPS DIRECT

CONNECTED OR BELT DRIVEN

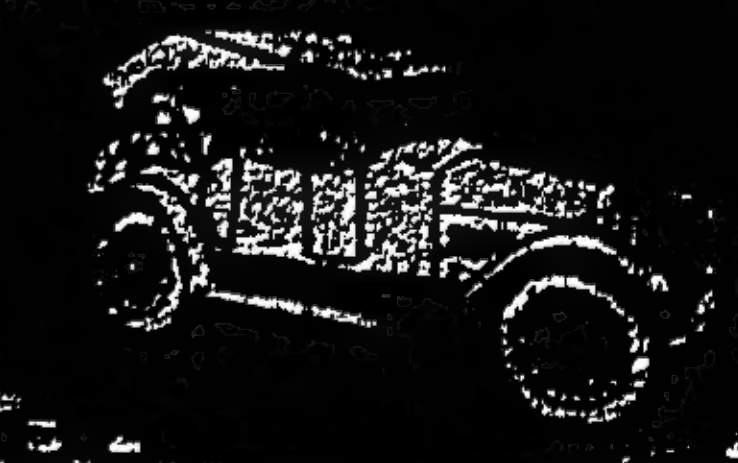
FRECKLES AND HIS FRIENDS

Just What Does He Mean?

BY BLOSSER



THE MERCURY



AT YOUR SERVICE

HER PAGE

SIMPLE DINNER GOWNS.



Brown faille silk makes the dress shown above. It has a full, long overskirt, and the waist shirred to a panel in the front, the round neck is softened with a fold of rose chiffon and the very short sleeves are trimmed with brown ostrich. A touch of the same brown ostrich is effective on the skirt.

The simplicity of this little frock should charm the debutante, whether she needs a dinner gown or afternoon frock.



Black satin, draped just enough at one side to raise the folds in soft, successive ripples, forms the skirt of this model. The foundation of the bodice is of black satin, also, cut after the fashion of a plain bandeau. Draped net, polka dotted with jet, falls from the waist as an overskirt, and is gathered over the bandeau as a bodice. Quite the point of the entire costume is the jet girdle ending in pendant tassels with a foundation of green ribbon.

Designs of the Moment.

THE RUN-ABOUT GOWN HOLDS ITS OWN.

The selection of gowns now being shown proves that, despite the crinoline scare, the panniered dress and fuller skirt are still the style in favour more exclusively for evening gowns or very dressy occasions, while the day dress—destined to be worn beneath an enveloping cloak or cape-coat—will retain the straight slim line of preceding seasons because it is an ideal gown for wearing under the cloak. For running in and out of trams and "metros" there is nothing more practical, and the Parisienne being as practical as she is economical, stands firmly by her friendly petite robe, as it is called.

CONCESSIONS TO THE CRINOLINE.

The only fulness allowed, therefore, in the daytime is the barrel effect of a skirt or full pockets at the sides on the hips. There are many models of this kind to be seen which are only differentiated from the models of the past season by new trimmings and by longer sleeves. For in spite of the Parisienne's taste for short sleeves in summer time, she is too frugal to persist in wearing them, now that cold chills have come.

The petite robe has also another advantage. It has almost completely done away with the wearing of that tortuous garment, le corset. This is now almost obsolete, for with the petite robe, which has practically no waist line and whose charm lies in its looseness and suppleness it was useless to try and make an artificial waist-line.

So now the doctors are jubilant because Fashion's decrees are now at last coinciding with their own in favouring the antiseptic corset. Instead of this, nearly all Parisiennes now wear a more comfortable corset, the body of which is made of elastic.

These elastic corsets or bands (they are called ceintures) are usually made to order and are most carefully fitted by the maker, for they are more difficult to make good than is supposed. They are not mere straight lengths of wide elastic; they must be cut into three portions—and each portion is woven specially—and when united form a seam at each side and one at the back. The measures of each customer are most carefully taken, for the three portions must fit exactly at the right place at each side. Each separate piece of the elastic is so woven that the edges are carefully finished off and no atom of the cut elastic is visible. The pieces are secured together by a special machine which does not pierce through the glutinous part of the elastic.

BEAUTY AND COMFORT OF THE CEINTURE.

Thus the ceinture is like a second skin of the wearer, for it fits like a skin indeed, compressing the figure, while giving it support, and yet affording all possibility of movement. These ceintures vary in width from 9 to 15 inches according to the length of waist of the wearer. The better kind have no fastenings of any kind, and are drawn upwards over the feet.

They stay in place if well fitted, are most comfortable, being adapted to all kinds of figures. They allow complete freedom of movement, and after one has worn one of them one wonders how one could have withstood the firm grip of a corset for so long.

Some of these elastic ceintures are accompanied by a bust band of embroidery or of fine lace.

THE GOLF WRIST.

JOTTINGS.

ORNAMENTAL SPATS.

Spat—And light coloured ones at that—are, I hear, to be a part of the smart woman's attire this winter. I have seen some elegant specimens in strong white linen, with a monogram or butterfly painted on the front. One pair had a realistic green serpent worked in silk coiled round the ankle. Some of the spats, beautifully cut in soft brown suedette, and without foolish ornamentations, are really attractive and workmanlike articles.

A NOVEL BERET.

The ubiquitous beret must have a special touch of originality to justify its existence as it ranks with the crowd at once. A very smart girl wore one made, the one half of beaver and the other of narrow picot, edged corded ribbon of half a dozen different colours, all radiating from the centre of the tam-o-shanter. It had a real touch of chic.

IS IT TRUE?

Once man did the dictating. What he said went. Woman's world was bounded by husband, father, or brother. But nowadays Mrs. Married asks: "Dearest, do you think I ought to wear the blue dress or the pink one?" and Mr. Married replies, "The blue one, darling," and she wears the pink dress. They call it the emancipation of women.

EGYPTIAN DECORATIONS NEXT.

Popular as the Chinese note has been in decoration, it seems as if it were about to be outdone by the Egyptian type of decoration, as exemplified in the latest cretonnes and ornaments. Some of the newest chair-covers and hangings are embellished with as many hieroglyphics, scarabs, serpents, and birds as Cleopatra's Needle, and their colouring is akin to that of the old Egyptian mummy wrappings in its blues, terra-cottas, and browns. Some delightful vases, and bowls too, are being made in exact imitation of those of baked clay with figures painted thereon in black, such as are found in the old Egyptian tombs.

OF NAVY SERGE.

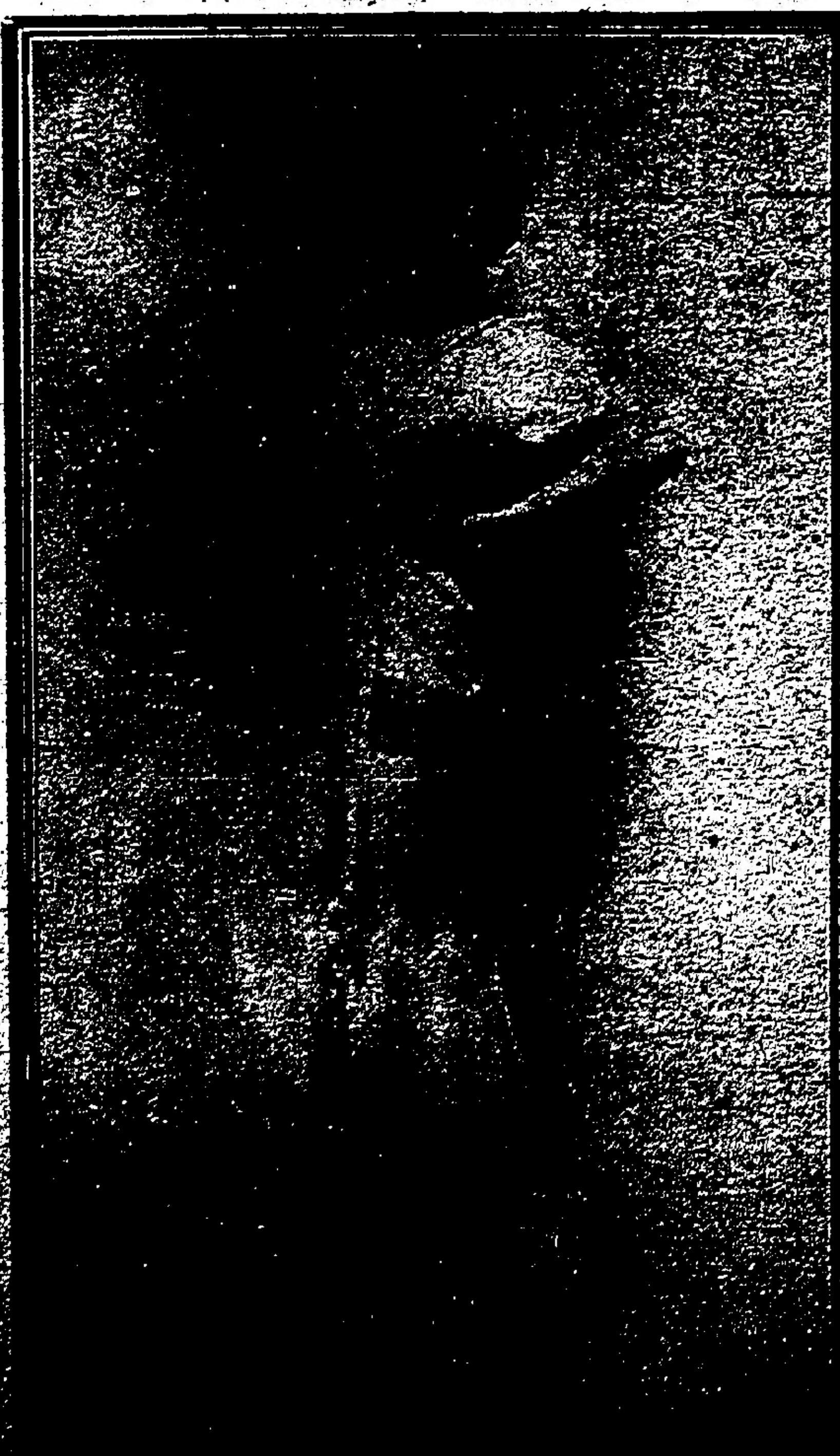


The frock shown in the sketch is of dark blue serge trimmed with wool drop-stitch embroidery in taupe. It has a little chemise of tucked net. A taupe hat of soft felt relieved with a blue quill and taupe spats complete a most effective costume.

BABY'S ROBE—NEW FASHION.

There seems to be a prejudice against the wash-tub in fashionable circles, which is in no way due to laundry prices. The unwashable robe is the latest craze in baby wear. At the recent christening of one of those silver-spoon atoms the robe was of softest georgette. The usual cascade of exquisite embroidery frills was replaced by rows of petal flounces in georgette. It looked perfectly lovely, though many mothers would prefer the robe of cambric or washing silk.

SPORTS COSTUME.



SOME SIMPLE REMEDIES.

WHEN TIRED TRY THESE.

It is the rare man or woman in these days who does not complain that he or she is "so tired."

Even the strong and energetic have occasional tired feelings, and the less vigorous put up a constant battle against fatigue.

Some physicians go so far as to warn people severely against becoming over-tired. Getting "so tired" too often is a dangerous business. If it becomes chronic it is a warning of organic trouble deserving the attention of an expert—but when it is the reasonable fatigue following hard work it may be relieved by simple home treatment.

If possible, when much fatigued, lie down, even for five minutes. Before lying down wring light-weight towels out of very hot water and lay over the eyes and forehead. Lie still, perfectly relaxed and quiet, until the towels cool.

If there is no time to lie down try drinking several glasses of water, either cold or hot. Stand before an open door or window and take a dozen very deep breaths.

If exceptionally tired drink a glass of milk, hot, or medium temperature, but never ice cold. Sip it slowly and eat a biscuit with it. Or break a raw egg in a glass and swallow it. Often fatigue is caused by hunger and lack of reserve strength.

When the eyes are tired and painful bathe them with an eyecup, or a small soft sponge dipped in a lotion made of a saturated solution of boracic acid in boiled water, to which is added a few drops of witch hazel.

For tired feet, bathe in a hot foot bath to which two tablespoonfuls of vinegar is added. Or put a teaspoonful of boracic acid in a tubful of water.

Raw eggs are recognised by medical authorities as padding for worn nerves, props for drooping bodies and lullaby for sleepless eyes.

The idea of a raw egg is not particularly palatable. In fact few people can take them undiluted. But happily there are many ingenious and delicious disguises. Among the best are the following:

- GRAPE FOAM.
1 egg beaten light.
2 tablespoonfuls granulated sugar.
1 wine glass of unfermented grape juice.
1-2 teaspoonful of lemon juice.

After mixing the above pour the mixture into a large sized water glass and fill same with ice-water. By use of a second glass rapidly pour the liquid back and forth from one to the other until it is thoroughly mixed. Serve with cracked ice.

This is a most effective revivifier and may be drunk any time of the day without injuring the appetite for meals.

An excellent raw egg remedy for sleeplessness might be called an

- EGG NIGHT CAP.
1 egg beaten light.
1 cup of milk brought to a scalding point.
2 tablespoonfuls of granulated sugar.
1 pinch of salt.
Nutmeg.

After beating the egg stir in thoroughly the sugar and salt. Continue to whip as you very slowly pour in the scalded milk. Be sure the milk is just at the boiling point. This can be ascertained by the steam beginning to form off the surface as it heats in the double boiler. When all the milk has been slowly whipped into the egg mixture, grate a dash of nutmeg over the top. Serve immediately.

This drink taken just before going to bed has two values. In the first place it is highly nutritive. In the second place it insures the sleepless organs of the body a most effective

TWO SMART SUIT BLOUSES.



The blouse shown on the left is made in seal brown Georgette. The vest and collar are cut in one piece and are of tan Georgette. The cuffs match the collar, and both are finished with two sets of ruffles.

The broad, soft crowned sailor hat, relieved with the smart little ribbon bow, is also noteworthy in connection with this sketch.

The blouse shown on the right is designed for more dressy wear. Its attractively irregular yoke is embroidered in bright contrasting colours in Persian design and finished with a narrow fringe. The round neck is piped, while from the yoke depends a braid to match the neck piping. The cuffs match the yoke.

The little turban shown with this model is made of soft velvet folds, and is trimmed with a double fan of shaved quills at the back.

YOUR EVENING HEADDRESS.

BANDEAUX AND FEATHERS.

Feathers, flowers and brocaded bandeaux form the most up-to-date headdresses. And if you do not like yourself decked out in feathers or with a bandeau tied round your forehead, then you can put a large comb at a becoming angle and feel content.

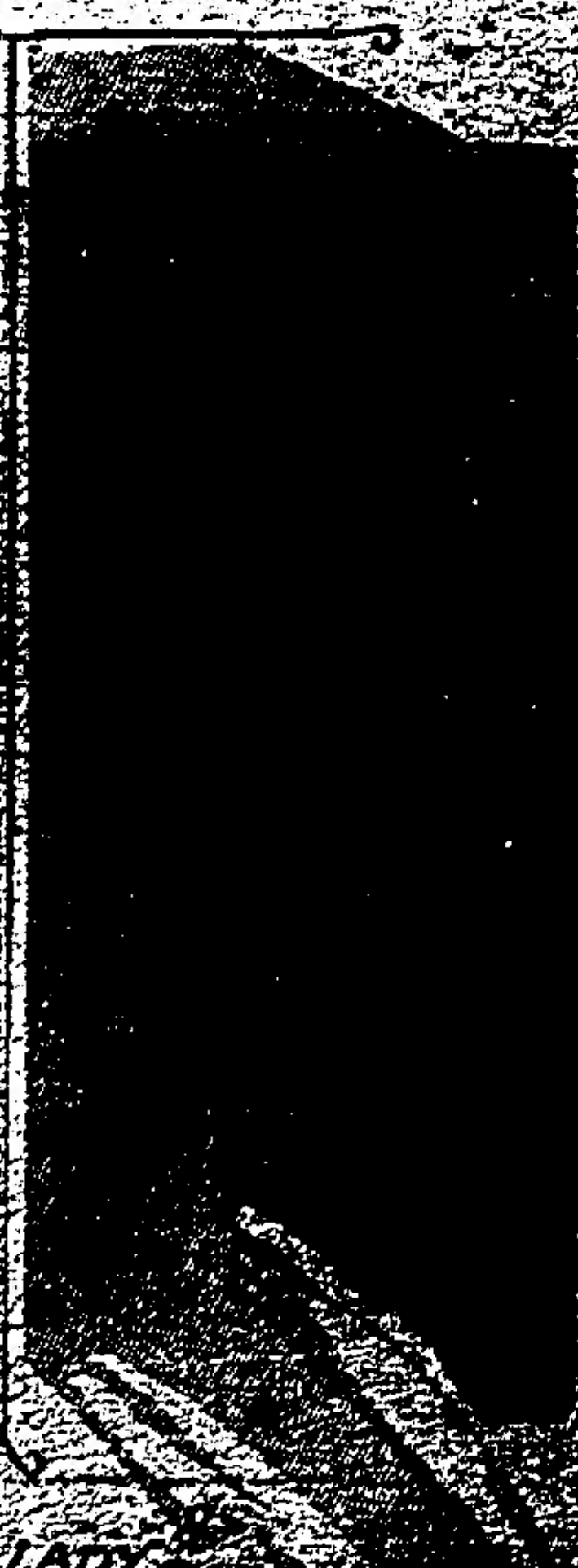
One thing you must bear in mind when using a comb or feather—do not let either stand upright, as that will make you look exceedingly old-fashioned. The style of to-day is for wavy angles so the more ridiculous the slant of the feather the more fashionable the head. But if you possess an artistic eye then do not disregard it too much, for an ultra-stylish appearance which contains a freakish element does not show nearly such good taste as a moderately fashionable head-dress which is consistent with the recognised laws of beauty, and which is essentially becoming to the wearer.

Before buying an expensive feather ornament or an equally costly jewelled bandeau, the wise woman will first try the effect with a home-made arrangement and so avert the tragedy of spending pounds on something that possibly detracts from instead of adding to the charm of her appearance.

All the new bandeaux this season are worn very low on the forehead. The wise ones actually covering the eyebrows, and the narrow ones coming close up to them. It is really rather a foolish fashion, and many women look as if they were running out of the surgical ward of a hospital and covered up their band-aids with something smart.

FEATHERS AND FEATHERS. Add to all this the most quaint appearance of a new bandeau, and you have a head-dress which is not only smart, but also a little bit of a joke.

A SOCIAL WORKER.



Among the women of the land, who are doing good toward the unfortunate, and helping to make the world a better place.

Among the women of the land, who are doing good toward the unfortunate, and helping to make the world a better place.

SUPER-SIZE CIGARETTES.